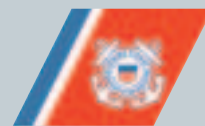


Coast Guard

Shield of Freedom



April
2005



Shamal storms into service

Heroes

The world's best Coast Guard

ENSIGN CHARLES DUKE



Ensign Charles Duke undertook one of the greatest feats in the history of Coast Guard law enforcement. On the night of July 3, 1927, he and two men were patrolling New York Harbor aboard the 36-foot picket boat, CG-2327. Duke noticed a small, dimly-lit steamer moving through the harbor under the cover of darkness. He maneuvered CG-2327 alongside the ship named Economy and ordered it to stop, but the master refused. Duke then fired two warning shots from his revolver, yet the freighter pressed on. As CG-2327 drew close to the ship, Duke grabbed the freighter's rail and swung onto the ship.

Duke moved to the pilot house armed with a flashlight and a revolver with only three rounds. Storming in, he ordered the captain to reverse the engines. When the captain refused, Duke took the wheel and grounded the ship on Robbins Reef.

Of course, the ensign was aboard an alien vessel with an unknown number of presumably hostile crewmen. Duke quickly hailed his two crewmen on

CG-2327 and sent them to Bedloe's Island for assistance. By the time help was sent, it was after 12:30 a.m. The boarding had taken place after 9 p.m., and Duke still was alone on Economy. It wasn't until 6 a.m. that friendly faces could get through the mud reef to relieve Duke.

Duke's hunch had paid off. Investigation revealed 3,000 drums of alcohol, each with fifty gallons, valued on the black market at \$50,000. Although the name Economy was painted on its stern, the vessel actually was the Greypoint from Antwerp and Halifax. Its name had been changed en route.

In all, Duke had captured 22 men and led perhaps the most heroic exploit in the rum war. Duke said, "I had a hunch that the rumrunner might try to slip by over the holiday weekend. This steamer had the rumrunner look. You'd think they would be wise and paint their boats, but they pick out the worst old tubs for their rum ships. I can tell one almost every time."

Story and photo courtesy of the Coast Guard Historian



Coast Guard

U.S. Department of Homeland Security



Homeland
Security

April 2005

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SURF TRAINING

SK2 Marques Johnson, from Station Morro Bay, practices surface swimmer techniques as part of boat crew qualifications Feb. 23. Wave heights reached seven feet and the water temperature was approximately 50 degrees for the training evolution.

Photo by PA3 Dave Hardesty, PADET Los Angeles

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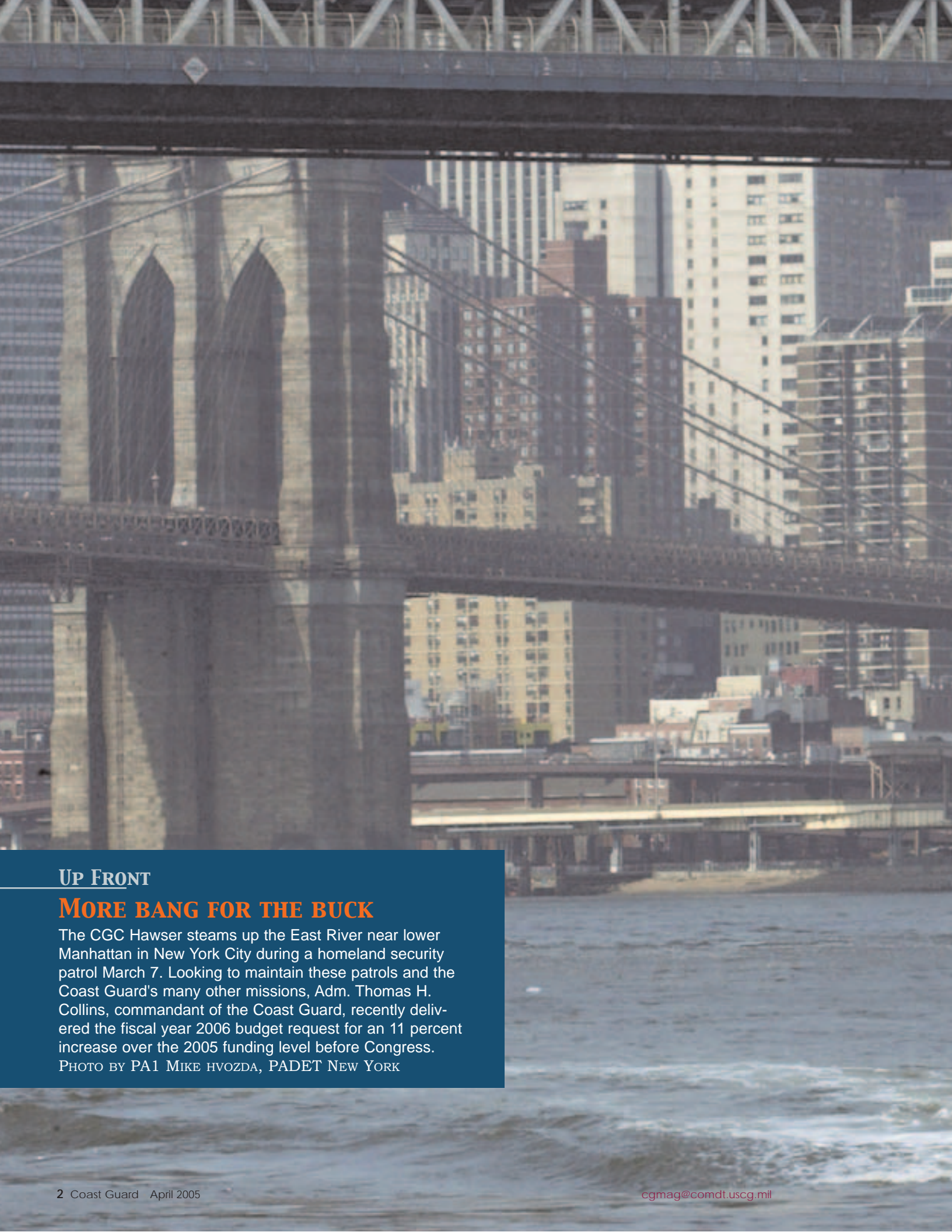
Check out Coast Guard magazine on the Web.
www.uscg.mil/magazine



On the cover

Crewmen from the CGC Shamal recovered more than 2,000 pounds of marijuana a day after stopping the go-fast smuggling boat from which it is believed to have been thrown. Photo courtesy of the CGC Shamal.





UP FRONT

MORE BANG FOR THE BUCK

The CGC Hawser steams up the East River near lower Manhattan in New York City during a homeland security patrol March 7. Looking to maintain these patrols and the Coast Guard's many other missions, Adm. Thomas H. Collins, commandant of the Coast Guard, recently delivered the fiscal year 2006 budget request for an 11 percent increase over the 2005 funding level before Congress.

PHOTO BY PA1 MIKE HVOZDA, PADET NEW YORK

UP FRONT



UP FRONT

TEAM EFFORT

A British helicopter from the HMS Invincible and two small boats from the CGC Munro provide cover as a Coast Guard boarding team takes control of a hijacked Thai fishing vessel and custody of the highjackers. An assortment of automatic weapons also was found on the vessel, which was in the Gulf of Aden off North Africa March 17.

PHOTO BY OS2 CLEAVON ROBERTS, CGC MUNRO







UP FRONT

TACTICAL TRAINING

Boat crews from Station San Juan Harbor, Puerto Rico conduct tactical training Feb. 19.

PHOTO BY PA3 ALLYSON TAYLOR, 9TH DIST.



Chertoff assumes role of Service secretary for CG

WASHINGTON, D.C., March 18 — Department of Homeland Security Secretary Michael Chertoff assumed responsibility of the Coast Guard from former Secretary Tom Ridge at Army Fort Lesley J. McNair today.

During the ceremony, Secretary Ridge passed Secretary Chertoff the Coast Guard's Service flag to indicate an official exchange of duties.

Upon accepting the flag, Secretary Chertoff said, "It is with a deep sense of honor, privilege and gratitude that I accept the responsibility to serve as the new Service Secretary of the United States Coast Guard ...

"I'm proud to join your ranks and consider it a high honor to be part of the important work that you do each and every day to secure and protect the United States of America ...

"Moving forward, my task, all of our task, will be to build upon the exceptional work of the first two years of this Department as we confront and manage the threats to the United States that exist today and that we must prepare to meet in the future. And we can do that in no small part because of the very fine cornerstone laid by this United States Coast Guard."

The new secretary concluded by saying, "The mission of homeland security has been, in the very broadest sense, part of the mission of the Coast Guard for 214 years. And that is something which gives me a great deal of comfort, and which I hope to communicate again and again to the American public so they understand how blessed they are in having the United States Coast Guard standing watch at our seas, at our ports, in our waterways, in the past and in the future years to come."

Story compiled by G-IPA-1

and photos by PA1 Barry Lane, G-IPA-1



Top Right: Former Department of Homeland Security Secretary Tom Ridge hands over the Coast Guard flag to the new DHS Secretary Michael Chertoff to indicate an exchange of responsibility during a change of command ceremony in Washington, D.C.

Right: The new DHS Secretary Michael Chertoff addresses the audience during the change of command where he assumed responsibility for the Coast Guard March 18.



Coast Guard

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Letters to the editor: Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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Spot News

BOSTON, March 5 — A boat crew from Station Chatham medicated a 43-year-old fisherman with an injured hand from the fishing vessel Linda one mile east of Chatham, Mass., today. The master of the 92-foot Boston-based fishing vessel radioed the Coast Guard at 6:45 p.m. March 4, reporting Daniel Molloy Jr., a crewmember, had crushed his hand in a winch. The fishing crew then headed toward Chatham, where a Coast Guard crew in a 44-foot rescue boat met them one mile off Chatham harbor. The Coast Guard crew took Molloy to the fishing pier in Chatham, where they were met by a local ambulance. Molloy was transported to Cape Cod Hospital in Hyannis, Mass.

CLEVELAND, March 5 — Two men were rescued from the ice near Anchor Bay, Mich., after their snowmobiles broke through areas of thin ice. Brothers David and John Fick of East Point and St. Clair Shores respectively placed a call to the Chesterfield Township dispatch after pulling themselves safely from the waist deep water. Station St. Clair Shores was notified by the dis-

patch at 11:41 a.m. and launched an ice rescue team. Air Station Detroit also launched a rescue helicopter and was able to spot the men walking on the ice toward safety. Once on scene, the helicopter crew lowered a rescue swimmer to the ice and hoisted the two men to the aircraft, who were then transported to the air station and picked up by family.

MIAMI, Feb. 25 — The Coast Guard, working alongside the Navy and Customs and Border Protection's Office of Air and Marine Operations, seized 7,800 pounds of cocaine and took eight suspected smugglers into custody from three separate go-fast boats in the Colombian Basin. Leading the way in this effort was the Boston-based CGC Seneca and its embarked crew from the Helicopter Interdiction Tactical Squadron Jacksonville. They were instrumental in stopping two of the go-fast boats, seizing more than 6,000 pounds of cocaine and detaining all eight suspects.

SOUTH PADRE ISLAND, Texas, March 10 — Eight

Mexican fishermen were detained by crewmembers from Station South Padre Island for illegally fishing in U.S. waters north of the U.S.-Mexico border today. During a routine patrol the crew of a Coast Guard helicopter from Air Station Corpus Christi, spotted approximately 12 lancha boats fishing illegally in the U.S. exclusive economic zone. Coast Guard Station South Padre Island dispatched two boat crews to intercept the lanchas. While most of the lanchas fled into Mexican waters, three lanchas, with their crews aboard were detained by the Coast Guard just inside the U.S. EEZ.

HONOLULU, March 10 — The CGC Jarvis, homeported here, returned home after a six-week fisheries law enforcement patrol in the Bering Sea in Alaska. The Jarvis, which docks at Sand Island, conducted 62 fisheries inspections and boardings. The cutter also responded to the search and rescue case involving the motor vessel Explorer, the campus-at-sea ship that was disabled with hundreds of students aboard.



WebHot!

<https://uscg.mil>
faa.gov/

Do you know how many college credits your military training is worth? Is there a practice test for the GRE? Are there any education benefits available for dependents? Answers to these questions, and many more can be found on the Coast Guard Institute's Virtual Education Center Web site.

This is the place where members can access their educational records as well as find information on Voluntary Education.



Students are able to request transcripts including Coast Guard credits they've earned; update their educational achievements; and submit requests for the Institute to develop a personalized degree plan.

There is information on Serviceman Opportunity Colleges, which are accredited schools that cater to the needs of service members.

Additionally, this Web site has information on how to use the G.I. Bill, tuition assistance and grants available to active duty members.

If you have a desire to begin or finish a degree the Virtual Education Center Web site is the place to start.

Think your Web site is unique? E-mail:
jzettles@comdt.uscg.mil

BURNING RUBBER

LOS ANGELES, Feb. 26, 2005 — The number 44 car of Team Coast Guard Racing driven by Justin Labonte speeds past the crowd during his qualifying lap for the Stater Bros. 300 race of the Busch Series. Labonte qualified with a speed of 184.407 mph and finished in 19th place.

USCG photo by
PA3 Nathan Henise,
PADET Los Angeles



That was then, this is now...



CGC Morgenthau underway in Alameda, Calif.

CG Photo

NOW...

The Alameda-based CGC Morgenthau, departed for Alaska March 2 to begin a fisheries patrol. The crew of the 378-foot cutter headed for Kodiak, Alaska, where crewmembers are scheduled to attend a week-long fisheries law enforcement school to educate them on this year's fishing season dates, regulations and species limitations. Following the training, the Morgenthau is scheduled to spend approximately six weeks patrolling the Bering Sea enforcing regulations and protecting ecological resources.

THEN...

The CGC Morgenthau was first commissioned March 10, 1969. It was active in the Vietnam War, conducting underway replenishment, naval gunfire support, and patrol duties off the coast of Vietnam until relieved by a sister ship in 1971. In 1977, the Morgenthau became the first cutter to have women permanently assigned.



MSO investigates sinking

MORGAN CITY, La, March 13 — Personnel from Coast Guard Marine Safety Office Morgan City are investigating what caused the liftboat Lauren to capsize and sink today at South Timbalier Block 21, about 20 miles south of Fourchon.

All four crewmembers aboard the liftboat were rescued by the crew of the motor vessel International Leader and were transported ashore without injuries.

The Coast Guard has completed initial questioning and standard drug and alcohol testing.

A light was sighted at the location of the vessel, sunk in about 31 feet of water. The Coast Guard determined that there was minimal threat to maritime traffic due to the vessel's proximity to a near-by rig.

Salvage plans are currently being drafted by the vessel's owner, Offshore Liftboats, L.L.C. 8th Dist.

Fisherman rescued at sea

BOSTON, March 17 — The aircrew of an HH-60 Jayhawk helicopter from Air Station Cape Cod medevaced a fisherman from the Portland-based 71-foot fishing vessel Caroline M, 50 miles east of Provincetown, today.

The aircrew medevaced the fisherman to Massachusetts General Hospital to receive further medical treatment.

The 31-year-old male

fisherman suffered both head and neck trauma after he was struck by fishing gear on board the Caroline M.

The 1st District command center in Boston was notified of the accident about 1:55 p.m. and immediately diverted the helicopter crew from their training mission to the Caroline M's position.

PAC Scott Carr, 1st Dist.



AST1 Brian Laubenstein, an Air Station Cape Cod rescue swimmer, monitors an injured fisherman's vitals during the medical evacuation.

Special Delivery

SAN FRANCISCO, Feb. 25

The CGC Aspen, a 225-foot buoy tender from San Francisco, tows a NOAA buoy into the San Francisco Bay from San Pedro, during the buoy's first leg of a 3,900 mile journey. This buoy, which receives and transmits weather information, will be the first buoy added as part of the Alaska Expansion Project. A total of eight additional buoys will be added to the Bering Sea over the next five years.

Photo by PA3 Sabrina Arrayan, PacArea



Shamal storms

By Lt. Tony Russell and PA1 Anastasia Burns 7th Dist.

Photos curtesy of the CGC Shamal

Much like the Arabian windstorm for which it is named, the CGC Shamal blew in from the northwest and disrupted drug trafficking activity in the Eastern Caribbean on its first deployment.

Stepping aboard the Shamal August of last year, the crew spent their first five months getting the ship properly equipped to meet Coast Guard specific operational needs and ensuring they were fully prepared to meet multi-mission requirements.

They were chomping at the bits for some action, and they got plenty.

"We worked for five months, working long hours fixing things and training. Finally we got to do our

job, it was a great reward," said Lt. Cmdr. Michael Raymond, commanding officer of the Shamal.

The reward came in the form of two major drug busts, seizing more than 2,000 pounds of marijuana, 2,000 pounds of cocaine, 58 grams of heroin and 17 grams of amphetamines, as well as the arrest of 15 suspected smugglers by U.S. and Dominican Republic authorities.

.....

The crew's five-week patrol started with migrant operations, transporting four Cuban migrants intercepted in the Florida Straits to Homeland Security immigration officials at Naval Station Guantanamo Bay, Cuba, while transiting from their homeport of



into service

Pascagoula, Miss., to their scheduled deployment in support of Sector San Juan.

Once in the Eastern Caribbean, it didn't take long for them to jump into action as they took part in one of the most coordinated international counter-drug efforts ever conducted in the approaches to the Dominican Republic and Puerto Rico, involving the Dominican Republic's National Counter-Drug Directorate, whose officers were embarked on Dominican navy vessels, and the U.S.'s Joint Interagency Task Force South, Drug Enforcement Administration, and Customs and Border Protection's Air and Marine Operations.

.....

Working with the Dominican naval vessel Altair they scored their first drug bust 150 miles south of the Dominican Republic on the morning of Jan. 20.

A suspected smuggling vessel with six people aboard was spotted by an HU-25 Falcon jet from Air Station Cape Cod, Mass., traveling north at a high rate of speed. The Falcon crew vectored in the Shamal to stop the vessel, which was able to use its surprising speed generated by its four Paxman-Diesel engines to chase down the "go-fast."

.....

During the pursuit the suspects were observed throwing items overboard. After turning over the suspects and vessel to Altair, the Shamal searched for



PREPARE TO BE BOARDED

A boarding team from the new CGC Shamal prepares to board a smuggling go-fast they stopped 150 miles south of the Dominican Republic, Jan. 20 while working in tandem with the Dominican Republic navy and a Coast Guard jet from Air Station Cape Cod, Mass. Shamal is a 179-foot Patrol Coastal recently leased from the U.S. Navy to provide resource support to the Coast Guard.

contraband and located 18 bales of marijuana.

"The highlight of this deployment was how the crew came together. There was a moment chasing the go-fast when I saw it," said Raymond. "We had just finished a go-fast drill a half-hour before the aircraft spotted a real one. Everyone jumped into position and executed the mission flawlessly."

"It was a good moment," he concluded.

.....

The adventures didn't stop there. Feb. 1, the Shamal's crew joined Coast Guard LEDET 403 in the boarding of the coastal freighter Babouth, about 150 miles south of St. Croix, U.S. Virgin Islands. The boarding had already been going for two days, and it would be another six before the well-hidden drugs were finally found by a multi-agency boarding team dockside at Base San Juan, Puerto Rico.

The Shamal assumed the role of on-scene commander Feb. 1, and transported additional personnel, including specially trained marine inspectors in order to safely access confined spaces on board the Babouth.

After several days of searching by three rotating five-person teams it was determined that the boarding could not be completed safely at sea and the vessel was brought to San Juan.

.....

The dockside effort included the offloading of the Babouth's cargo of cinder blocks, an underwater search of the hull by the Puerto Rico Police Departments Forces United for Rapid Action, and joint Coast Guard and CBP search of the vessel, while agents from Immigration and Customs Enforcement, the Drug Enforcement Administration and FBI interviewed the crewmembers.

Early Feb. 7, the boarding team found access to one of the ships void areas through a hatch covered with sawdust and saturated with ammonia. Once inside, they found

35 bales of cocaine.

According to Raymond, "Getting the drugs was nice, but the greatest accomplishment was being able to make every operational commitment. There was no time missed due to engineering casualties."

Those operational commitments were intense, including 33 days away from home with more than 7,200 miles steamed.

.....

The Shamal is one of five 179-foot ships of the Cyclone-Class being leased to the Coast Guard from the Navy to fill a resource gap for the Coast Guard while its inventory grows with new 87-foot patrol boats, the conversion of 110-foot patrol boats and the future Deepwater Maritime Patrol Coastal boats.

Its patrol is the first operational use of a PC-179 since they were officially leased to the Coast Guard Oct. 1, and demonstrates some of the capabilities that made the platform so attractive to the Coast Guard.

In the go-fast chase, the Shamal demonstrated a combination of speed and maneuverability, as well as effective command-and-control functionality to be able to work with

multiple surface and air assets so far from shore. Additionally, the Shamal's extra berthing and larger crew helped to sustain the almost week-long boarding of the Babouth, performing comparably to a medium-endurance cutter.

The office of cutter forces at Coast Guard Headquarters oversees this one-of-a-kind lease agree-



ment between the Navy and Coast Guard. The PC-179s are fully manned and operated with Coast Guard crews, but the Coast Guard and Navy jointly provide funding in order to reduce the financial cost for each service.

.....

“This is an extremely beneficial scenario that allows us to capital-

ize upon the availability of such a robust platform, while simultaneously reducing the ownership cost of operating and maintaining it,” said Lt. Todd Vance, Headquarters platform manager.

“If this first patrol is an indication of the future success of the PC-179s, this was a wise investment for both maritime services,” he added.



LUCKY CAMEL

Lt. Michael Raymond and Lt. j.g. Bryan Estell, commanding officer and executive officer of the CGC Shamal, display their 2,000-pound cocaine find from the motor vessel Babouth in front of the cutter at Base San Juan, Puerto Rico. They are also showing off the ship's mascot; Shamal the camel [pronounced as a synonym]. According to the crew, the camel is a lucky shipmate largely credited with the cutter's operational success and maintenance reliability.



OPERATION S

REACHES OVER SU



AP PHOTO BY ELAINE THOMPSON



MICHAEL HOUHAN/MORRIS NEW SERVICE

GOOD SPORT

Top: New England Patriots quarterback Tom Brady, left, is congratulated by Philadelphia Eagles quarterback Donovan McNabb after the Patriots won 24-21 in Super Bowl XXXIX at Alltel Stadium Feb. 6, in Jacksonville, Fla.

BLAST OFF

Left: Fireworks are shot off from Alltel Stadium during Paul McCartney's halftime show at the Super Bowl Feb. 6.

STRAIGHT ARM

PER BOWL XXXIX

HALF TIME SHOW

Right: Paul McCartney performs during halftime of Super Bowl XXXIX between the New England Patriots and Philadelphia Eagles at Alltel Stadium Feb. 6, in Jacksonville, Fla.

GAME DAY

Bottom: Coast Guard Security Detachment Mayport's military outload team enforces the security zone on the St. John's River during Operation Straight Arm. The Coast Guard was part of a 50-agency effort to provide security.



AP Photo by David J. Phillip



PA3 Beth Reynolds, USCGR

SUPER SECURITY

Story and photos by PA2 Andrew Shinn, 1st Dist.

When the medium-sized city of Jacksonville, Fla., was chosen as the host city for Super Bowl XXXIX, area residents began preparations months in advance. Banners were flown from streetlights, and business owners made posters welcoming Super Bowl visitors. An electronic sign hanging in the Jacksonville International Airport was set to count down the days to the big event.

As the big day got closer, the excitement built. Fans began to arrive; first in a trickle and later in an outright deluge. Along with the massive crowds and the excitement, came security concerns. It was apparent to planners that a national sporting event (and the ensuing celebration) in a city divided by a major shipping channel required Coast Guard waterside security support. Compounding maritime security concerns was the planned presence of five cruise ships that were slated to serve as extra lodging. So, to meet these challenges, the Coast Guard called in port security experts from three Maritime Safety and Security Teams.

Trained at the joint Coast Guard/Marine Corps Special Missions Training Center at Camp Lejeune, N.C., these deployable port security teams converged on Jacksonville from Boston, New York and Houston. They brought with them 12 Defender-class homeland security response boats, arms, supplies, and a wealth

of recent special security experience. MSST personnel were deployed over the past 18 months to special security events like the Presidential Inauguration in Washington, D.C.; the G8 Summit in Georgia; the Democratic and Republican National Conventions in Boston and New York; Camp X-Ray in Guantanamo Bay, Cuba; and several vice-presidential security details.

Advance teams handled numerous logistical details such as arranging for housing, food, operational staging areas, local transportation, and all the relevant financial details. Then the convoys began arriving on the morning of January 29. These convoys were comprised of 12 trucks and six boats from Boston's MSST 91110, five trucks and three boats from Houston's MSST 91104 and five trucks and three boats from New York's MSST 91106.

With only two days to familiarize themselves with the local maritime environment, coxswains immediately began pouring over charts and consulting local coxswains from Station Mayport. Boat crews toured the St. John's River, memorizing landmarks and scoping out the planned security zones. This river runs past Alltel Stadium, the site of the Super Bowl and normally the home of the Jacksonville Jaguars.

The security operation, dubbed Operation Straight



FIREPOWER

Machine guns are stored for use during Operation Straight Arm.

LAND, SEA AND AIR

A Coast Guard HH-65 helicopter patrols the skies over Jacksonville, Fla., Feb. 1 for Super Bowl XXXIX.

Arm, coupled the MSSTs with the Florida Wildlife Conservation Commission, the Jacksonville Sheriff's Office and other federal, state and local agencies under the tactical control of the Captain of the Port of Jacksonville.


MSST crews escorted cruise ships from the mouth of the St. John's River into the Port of Jacksonville and then established security zones around them Feb. 2 - 5. These security zones were enforced 24-hours a day until the Super Bowl was over. Three of the cruise ships were moored at Tallyrand, a terminal near Alltel Stadium that usually accommodates container ships, not passenger ships.

The day of the Super Bowl was met with success as the MSSTs and other agencies patrolled the St. John's River and surrounding area. Thousands of spectators were able to enjoy the game and other entertainment without the threat of danger as Jacksonville was tightly secured.

The entire operation was put into reverse on Feb. 7, the Monday after the Super Bowl. The cruise ships were escorted out the St. John's River to the Atlantic Ocean. MSST, Maritime Law Enforcement/Force Protection teams and Coast Guard boarding team members from Marine Safety Office Jacksonville boarded the cruise ships whenever they were in transit to maintain control of the vessels.

MSST crews patrolled the mouth of the St. John's River and conducted boardings on commercial vessels entering the Port of Jacksonville. The Florida Wildlife Conservation Commission stationed four houseboats in the down town area of the St. John's River. They enforced a regulated navigation area on the stretch of water that runs past Alltel Stadium.

All vessels on the downtown section of the river were boarded, and four separate security zones were created around sensitive areas. Penalties for violating security zones were stiff, with fines topping out at \$100,000 for criminal acts with relation to security zones. MSST security professionals, in addition to escorting and boarding cruise ships and commercial vessels, enforcing security zones, and conducting random boardings, were also tapped to act as Tactical Action Officers for other segments of the waterside security operation, including slots at the marine operations command post. TAOs coordinated security operations and ensured that the crews rotating off watch were fully debriefed and shared the total security picture with their relief. This ensured a constant minute-by-minute picture of the maritime domain in which the crews operated.

Lt. Tom Ottenwaelder, planning officer for MSST 91110, said, "We worked together pretty seamlessly. We're not smarter than anybody else; we just have a lot of experience doing this." 



CHECK POINT

GMC Kevin Lapierre, right, welcomes MK3 Jeff Riddle to Jacksonville, Fla., Jan. 30, as MSST Team 10 arrives to participate in joint waterside security operations for the Super Bowl.

TACKLING FLOATING HOSPITALITY

Story by PA3 Bobby Nash, PADET Jacksonville, Fla.
and photos by PA3 Beth Reynolds, USCGR

Problem: Super Bowl XXXIX would bring thousands of people to Jacksonville, Fla.; a city unequipped to host so many. Where would they all stay?

Solution: Use cruise ships for hotels.

It had never been done before, but these silent giants played a critical role for the host city, and the Coast Guard along with the Jacksonville Port Authority made sure the idea was a success.

As with anything, doing something for the first time presented its challenges. This was especially true for the law enforcement and industry “coaches” calling the plays for Operation Straight Arm. OSA was a security initiative put into action to protect and secure maritime infrastructure and industry.

The Coast Guard’s preparation for the arrival of one cruise ship is routine, but the seven cruise ships brought in as a supplement for hotel space created new challenges for the law enforcement agencies charged with protecting them and the port industries charged with managing them.

This was the first Super Bowl played using the Marine Transportation Safety and Security Act of 2002 requirements in place. MTSA regulations required the

maritime industry to submit a security plan, and carry out the submitted plan after captain of the port approval.

“It became understood by the stakeholders not familiar with MTSA that the regulations could not be circumvented for any event and especially not for cruise ships taking on thousands of passengers,” said Lt. Cmdr. William Runnels, chief of operations for the Marine Operation Command center for OSA.

Personnel from Marine Safety Office Jacksonville worked with maritime facility owners for five months to get MTSA plans and amendments approved by game time.

Cruise ship security began before the ships were ever in sight of Jacksonville. They were checked from stem to stern for anything that could compromise security before they were allowed to make their way into Jacksonville.

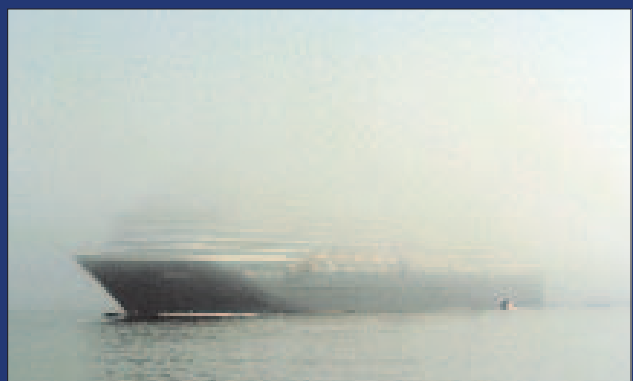
The Coast Guard, Environmental Protection Agency Criminal Investigation Division, Broward Sheriffs Office, Miami-Dade Police Department and numerous other local, state and federal agencies teamed up for Operation Super Sweep, an initiative to provide security for the cruise ships that served as floating hotels.



LIVING LARGE

Left: A Coast Guard small boat escorts the Carnival cruise ship Miracle into the St. Johns River, Fla. A total of seven cruise ships were brought in to be used as floating hotels for Super Bowl XXXIX in Jacksonville.

Bottom: The Holland America Line cruise ship Zuiderdam is escorted into the St. Johns River, Fla., under heavy fog by the Coast Guard.



The strike force conducted searches of the cruise ships used for Jacksonville's Super Bowl visitors, including sweeps of the vessels' underwater hulls to ensure there were no parasitic smuggling devices attached to the bottom of the ships.

The dive operations, took place in Tampa, Cape Canaveral and Ft. Lauderdale, and were coordinated through the Department of Homeland Security, Coast Guard, FBI and Jacksonville Sheriff's Office.

Law enforcement crews from the Florida Fish and Wildlife Conservation Commission, Jacksonville Sheriffs Office marine unit, Coast Guard and other local and federal agencies in small boats and helicopters provided escorts and enforced 24-hour security zones placed around the floating palaces.


Coast Guard MSSTs 91104, 91110 and 91106 provided the 24-hour security needed for the cruise ships. Additionally, aircraft and aircrew members from Air Station Savannah provided escorts and security overflights for the cruise ships, while crewmembers from the Military Out Load team, MSO Jacksonville, CGC Kingfisher and several 7th District small boat stations patrolled the waters below.

The challenges to be met didn't stop for the law

enforcement agencies holding the defensive line. The port of Jacksonville would have to be creative to meet the logistic challenges ahead of them.

"By far, the biggest challenge for us was converting 27 acres at the Talleyrand Marine Terminal, a 173-acre working cargo port, into a temporary cruise facility for three Holland America cruise ships. This included building a 31,000-square foot fabric warehouse for use as a temporary cruise terminal, and converting cargo storage areas into parking and ground transportation staging," said Robert Peek, director of communications for the Jacksonville Port Authority.

"It took more than two years of planning, followed by two weeks of intense construction and preparation at Talleyrand for the ships, which arrived the Thursday before the game and left the morning after Super Bowl. During the four days, more than 6,000 people traveled through the Talleyrand terminal each day," said Peek.

With the help of the Coast Guard and other agencies, the port of Jacksonville conducted business as usual by making arrangements around the new guest ships in town. 

START YOUR ENGINES

Coast Guard members prepare for a cruise ship escort for Super Bowl XXXIX at Coast Guard Group Mayport, Fla. Coast Guard units were brought in from all over the United States to help carry out Operation Straight Arm.





STORM WARRIORS

Story and photos by PA3 Jeffrey Pollinger, 13th Dist.



COAST GUARD

The calm-voiced captain of a disabled 86-footer radioed the Coast Guard to request assistance. A motor lifeboat crew from the station responded, expecting simply to tow the fisherman and his boat safely into port. However, search and rescue cases, like the sea they are played out on, are unpredictable and often deadly.

In this case the challenge came when the vessel's net entangled and fouled the 52-foot motor lifeboat's twin 36-inch brass propellers.

Quickly, the Coast Guard crew released the motor lifeboat's anchor. The swift currents of the North Pacific paused only momentarily before snapping the 3-inch nylon line leaving the anchor useless on the bottom. Now, the coxswain was faced with the worst possible scenario; the motor lifeboat had lost its ability to maneuver in hazardous, near-shore waters. Both the rescuer and those intended to be rescued were dangerously close to running into the pilings of a nearby bridge and smashing the 1960's-era rescue boat.

The imperiled parties needed help.

Answering the call was BM1 Beth Slade, a seasoned surfman from Station Cape Disappointment. Capably responding to single vessel marine emergencies has been a career in the making, but rescuing two stricken vessels simultaneously tested her skills — capabilities developed over a life-long journey of self discovery and professional development.

For Slade, a Spokane, Wash. native, the satisfaction of saving lives far outweighs the inherent risk of doing

so. And risk was a primary concern to her as she approached the critical situation. One of the biggest problems Slade faced was the combined weight of the two vessels in need of quick help as they exceeded the towing limitations of the gray-hulled, 47-foot motor lifeboat.

At risk of losing both life and property, she maneuvered into position and took both vessels in tow and out of harm's way. Taking this action was a tough, but measured decision based on years of boat handling that began as a youth.

Slade loves being on the water. Some of her fondest childhood memories include operating boats on Lake Coeur d'Alene, while at her father's Idaho cabin. This love eventually manifested itself into a career where small boat operations in the Coast Guard became the pinnacle of a career progression that started just after high school.

Slade's first assignment was aboard the 378-foot, Seattle-based, CGC Mellon. Although the cutter provided her a chance to experience life aboard a large vessel, her true desire was to operate a small boat. The small boat experience came upon transfer to Coast Guard Station Woods Hole, Mass., Later, a billet exchange brought her back to her home state to face the tempestuous Pacific at Station Cape Disappointment.

Slade began surf training in 2000 in some of the most severe sea conditions anywhere. The Coast Guard's Heavy Weather Training School offers a demanding two-week course at the National Motor



WALL OF FAME

Facing page: Surfman checks hang from a wall at the National Motor Lifeboat School. The bronze medals recognize past and present surfmen that have served in the Coast Guard.

SMOOTH OPERATOR

BM1 Beth Slade operates a 47-foot motor lifeboat near Peacock Spit, Wash.



Lifeboat School, which is co-located with the station.

Slade said that although some students in the class at times felt like they were in over their heads, the instructors encouraged them. The students would graduate with confidence after gaining so many excellent skills. But, completion of the heavy weather course was just the beginning of the journey to becoming a Coast Guard surfman.

As a small boat coxswain, Slade completed hundreds of hours of training operating small boats and, while training, was fortunate enough to participate in several rescues.

In doing so, she quickly learned that conditions on this craggy, wind swept, and desolate coast give pause to even the best trained and equipped mariners. These waters are known as the graveyard of the Pacific, earning this reputation for claiming hundreds of lives and vessels during the last century. It is no easy task to confront such a relentless adversary on a daily basis. Surfmen who live and work on arguably the most dangerous river bar in the country regularly risk their lives

to ensure the safety of mariners. For Slade and her fellow surfmen, this is a task bestowed only on the strong willed and courageous.

Slade recalls, with some trepidation, transiting through the river's Clatsop Spit, near the station, when a 16-foot wave caught her in a vulnerable position and pushed her boat onto its side.

Calling on the training given by sage surf instructors, Slade called upon the boat's full power to break the grips of the frigid monster. Uneasy at first, the 47-footer lumbered ahead of the enveloping wave and eventually righted itself.

Indeed, it is just this type of world-class training and use of nimble boats that continue to allow Coast Guard coxswains to survive and service a maritime community, that is constantly threatened by blankets of fog and numbing cold.

"You are not in an ideal situation when you're looking up at a 14-to-16 foot wave," said Slade. She claims

SURFS UP

Surfman students participate in a surf swim exercise November. Successful completion of the exercise is required to graduate.



wholeheartedly that the experience gained while at school contributed significantly to her confidence and skills necessary to navigate through a day's work.

Surfman candidates are required to complete hundreds of hours of training in heavy weather under the supervision of a seasoned surfman. Slade's hard work and determination paid off when she was awarded the coveted surfman qualification in April 2002.

Although Slade is the only actively assigned female Surfman to hold the qualification, she insists that it is her skills, not her gender, that will keep mariners alive.


"It takes approximately two-to four years of training and experience for most people to become a surfman, said BMC Kevin Clark, the executive petty officer at the National Motor Lifeboat School in Ilwaco, Wash. Like other elite qualifications, many Coast Guardsmen will attempt to qualify but won't succeed, he explained.

Even away from the job Slade spends much of her free time with another surfman — her husband. BM1

Scott Slade is an NMLS instructor, and also shares the same hometown of Spokane, Wash. The two met while at Station Cape Disappointment.

The stresses of saving lives and raising an infant daughter [Sarah] may seem like a daunting task for any single person but in this case the challenges seem to be the mortar that keeps them strong. The couple would not have it any other way.

Slade envisions passing along her years of lessons learned while working in surf. Simply put, she says she wants to stay in operations and learn her trade as long as possible. But she also knows that a promotion to a higher pay grade might land her behind a desk, something that weighs on her mind when she considers her love of being an active surfman. One way for her to do both is to follow in the footsteps of her husband.

"Ultimately," Slade said with a hopeful smile, "I would like to be an instructor at the National Motor Lifeboat School." 



Coast Guard's National Motor a few good

Story by PA3 Brian Leshak, PacArea

WORDS OF WISDOM

Tennyson's famous poem, "Crossing the Bar," posted near the Cape Disappointment Lighthouse is a reminder of the dangers of the Columbia River Bar that mariners have faced over the years.



Lifeboat School is looking for coxswains

A 16-foot wave crashes into the bow and throws two men wildly into the air. The boat's coxswain, BMC Kevin Clark, yells, "swell on the port side!" and the men brace themselves right before impact. Clark turns the boat into the wave, meeting it head on, and just as he feels the boat reach the peak of the wave he pulls back slightly on the throttle. The bow of the boat comes down, and the trip over the wave is a smooth one.

Clark, a veteran instructor is on his second tour at the Coast Guard's National Motor Lifeboat School, has just demonstrated to his surfmen students how to effectively take a 47-foot motor lifeboat through the treacherous surf off the coast of Ilwaco, Wash.

The coastal waters near Cape Disappointment are considered to be the most dangerous surf waters in all of North America. Over the past 300 years 700 lives have been lost and more than 2,000 vessels destroyed just off the coast of Cape Disappointment.

"There's a section of water that's just off the coast known as 'peacock spit' where it gets really nasty," said Clark, a qualified surfman since 1991. "That's where we like to train." The waves off the coast of Ilwaco can reach heights of 25-feet depending on the weather conditions. Clark explained that in weather terms, a bad day usually means a good day for them.

"We need high surf to train and bad weather usually gives us that," Clark said.

The Surfman Program is a four-week class teaching students, who are already coxswain qualified, how to handle many different surf conditions. The coxswain is the person in charge of driving a boat and is responsible for its crewmembers and everything that happens on board.

During the first days of class, the students must pass a physical fitness test and a 75-yard surf swim. If they do not pass any part of the physical fitness test they are sent home.

During their surf swim they are dumped into the ocean just off the coast and must swim against the current and changing tides to reach the beach. The students will spend about 50 hours underway and 5-10 hours in a classroom.

BM1 Scott Logan, an instructor at the NMLBS, said when a student is put in charge of the 47-foot motor

lifeboat everyone's life is in that student's hands.

"That's why we take this class very seriously," said Logan. "Attention to detail is a very big thing here at the school."

There is room in the Coast Guard for 163 surfmen. Right now there are 83 certified surfmen, leaving a shortage of about 80.

"That's why we opened the surfman class up here at the school," Logan said that it usually takes two to four years for a coxswain to become surfman qualified using on the job training. There are two classes per year with nine students in each class.

Before there was a surfman course, a coxswain would have to train on his own time while still fulfilling his everyday duties at his unit. Logan said most of the surfmen he comes in contact with have said they joined the Coast Guard in the hopes of becoming surfman qualified.

By opening a surfman class the school has students qualified in about a year. They still receive the same skills as they would receive with on-the-job training at a unit, but just in a more efficient way, said Logan.


After graduation the students will have to prove their surfman skills at their unit before being qualified there.

The qualified surfmen must re-certify their skills every six months to maintain their surfman classification.

The school teaches five classes other than the surfman class: a coxswain qualifying class, heavy weather class for the 47-foot boats, engine crewman qualifying class, an engine maintenance class and an operations support class.

Capt. Dean Lee, chief of boat forces in Washington, commented that there has been 133 years of surfman service.

"Our fleet has grown to over 1,800 boats in the past couple of years," explained Lee. The Coast Guard boat force has grown with the growing needs of homeland security.

"I have so much respect for these guys out here, they have a rigorous training schedule that demands a lot from them," he said. The NMLBS is working on lowering the surfman shortage. "I want a few fearless coxswains to step up and take on this job, said Lee. "We need them right now." 

PREPARE TO BE BOARDED

BM3 A.J. White is among the first to board the Panamanian vessel Mulberry Wilton. He and other Sea Marshals conducted a first-time security check of the recently commissioned vessel and crew before allowing them to enter the port of Los Angeles-Long Beach.



SEA MARSHALS

Story by PA3 Chris Grisafe, PADET Los Angeles

When Coast Guard officials first created the Sea Marshal program for the Los Angeles and Long Beach Port area, it was considered a temporary fix to an immediate problem. The attacks of Sept. 11, 2001 had just occurred, and the idea of a cruise ship, freighter or other “high interest” vessel entering the third largest container port in the world without an escort no longer seemed appropriate. By Sept. 12, 2001, a team of reservists began reporting to the area to start a process that continues today.

Effectively, Sea Marshals are to vessels what air marshals are to airplanes. Comprised of a combination of Coast Guard reservists and active duty members, Sea Marshals typically board large port-bound vessels offshore to ensure they arrive at the port safely. To make the process as seamless as possible, Sea Marshals often board vessels underway. Once on board, the team inspects key areas for any sign of threats or stowaways.

“We usually board vessels offshore so that before they even enter the port our job is already done,” said Sea Marshal MK2 Stephen Wolfe.

In many cases, while conducting thorough security inspections, Sea Marshals encounter other problems such as illicit drugs or marine safety violations. Consequently, in one motion Sea Marshals carry out multiple missions in addition to port security.

“Since 9-11, Sea Marshals here have conducted thousands of vessel boardings. In the process, we have interdicted hundreds of illegal aliens and stowaways, spotted and reported hundreds of safety violations, and confiscated more than \$10 million worth of narcotics, and that is just in this port alone,” said PSC Eric Smith, the Sea Marshal’s operations officer.

“The job requires us to be vigilant and knowledgeable of a variety of issues,” said Wolfe.

Over the past three years, the Sea Marshals have developed a professional rapport with local and federal agencies including Los Angeles Port Police, Customs and Border Patrol and the FBI.

“We do a lot of joint boarding with other agencies,” said Smith. “We work with the L.A. Port Police every week, and many of our boardings involve CBP and on occasion the FBI. It’s a concerted effort.”

“It’s nice to know that when we need back up, other agencies know who we are and are there to help us out,” said MK2 Brian Boggs, who is also a Sea Marshal.

It is frequently the case that various agency missions overlap which often requires teamwork between them.


“The Sea Marshals and CBP, for example, share similar functions such as boarding commercial vessels,” said

Lt. Tim List, who oversees the Sea Marshal program. “Both agencies have specific skills and equipment that, combined, allow us to effectively ensure vessel and port security.”

As the Sea Marshals become progressively more proficient, there is less of a need for reservist support.

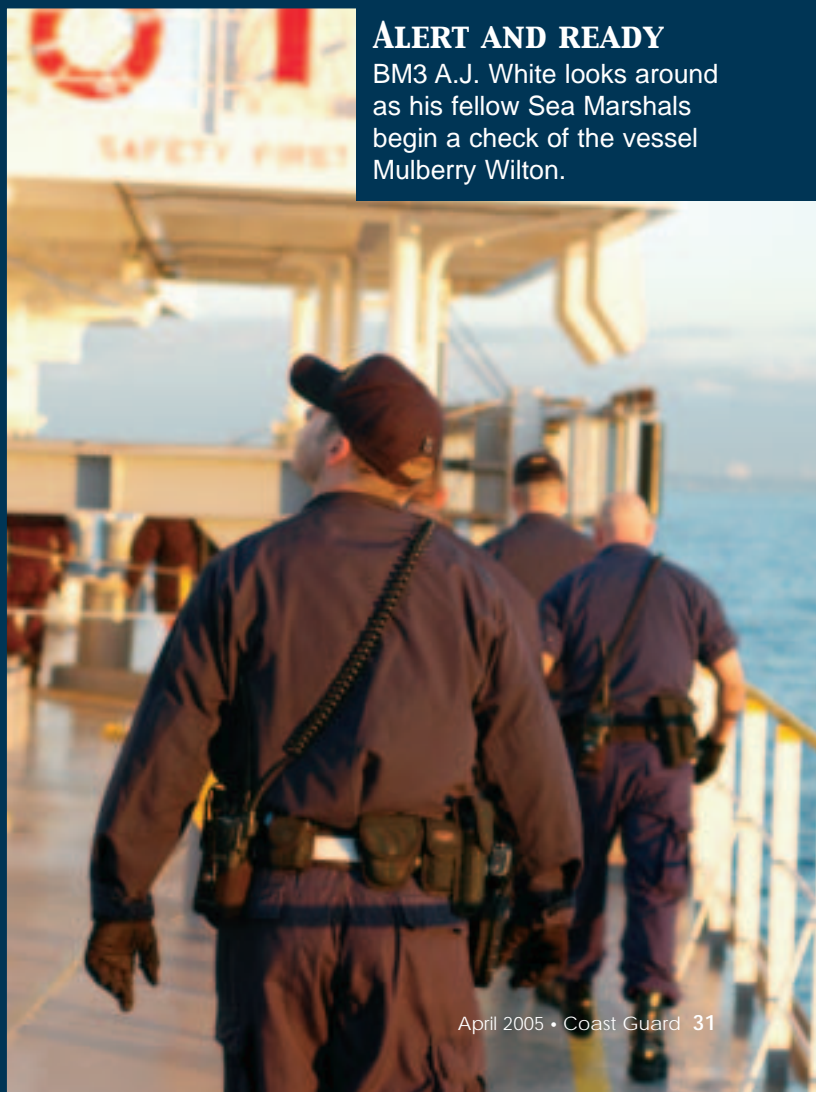
“Some of our reservists have been on active duty since 2001, so we’re currently demobilizing many of them and in the process have added some active duty Sea Marshal billets,” said List.

It is clear that the Sea Marshals here are a model of partnership between agencies, and in one fell swoop carry out multiple Coast Guard missions.

“The Coast Guard’s cooperation with CBP, FBI and other agencies through the Sea Marshal program is a proven example of effective interagency collaboration, and the future of port security requires such teamwork amongst agencies,” said List. 

ALERT AND READY

BM3 A.J. White looks around as his fellow Sea Marshals begin a check of the vessel Mulberry Wilton.



THE BACK NINE


Story by PA3 Chris Grisafe,
PADET Los Angeles

Prior to Sept. 11, 2001, the Coast Guard began developing a readiness unit for the Los Angeles area comprised of nine reservists.

"They called us the 'Back Nine,'" said PSC Eric Smith, the Sea Marshals' operations officer.

"Initially, the group was designed to do fishing vessel inspections, however, when the terrorist attacks occurred, the Back Nine's tasking changed completely," said Smith. Many reservists reported for duty within 24 hours of the Sept. 11 attacks.

"I reported into work on Sept. 12, my birthday," said Smith. "We began protecting cruise ships, and, soon after, container ships.

"In the first weeks following 9-11 we were working 14 and 16 hour days. We would board vessels 12 miles out, conduct a thorough security check and remain on board while a cutter would escort the vessel in. We did that from September through November. By that time, more reservists started showing up, and along the way someone coined the term 'Sea Marshals,' and we've been called that ever since." 

IDENTITY CHECK

BM1 Tom Ryan verifies crewmember passports aboard the vessel Mulberry Wilton.

THE LOOKOUT

MST3 Monica Hewitt keeps a watchful eye as the cruise ship Celebrity navigates through the Port of Los Angeles-Long Beach.



CHECKED OUT

The vessel Mulberry Wilton departs after being checked out by the Sea Marshals.



SCORE ONE FOR THE SEA MARSHALS

Story by Lt. j.g. Anthony Migliorini,
MSO/Group Los Angeles-Long Beach

A Sea Marshal boarding team from MSO/Group Los Angeles-Long Beach discovered and seized 96 kilos of cocaine from the tanker *Reymar* Feb. 11.

The unit received a report from the local office of the Drug Enforcement Agency of the possibility of narcotics being smuggled on board the vessel *Reymar* inbound to Long Beach from Ecuador. Numerous 11th District assets including a C-130 from Air Station Sacramento, the CGC *Edisto* from Sector San Diego, and the CGC *Halibut* of Marine Safety Office/Group Los Angeles-Long Beach tracked the *Reymar* along its journey.


A joint-agency boarding was conducted with Sea Marshals, Customs and Border Protection, and MSST 91103 when the vessel arrived in Long Beach Feb. 9. However, no evidence of narcotics was discovered. Feb. 11, a Sea Marshal boarding team returned to the vessel to conduct a dock-side inspection of the rudder post compartment, an area not thoroughly examined during the initial boarding.

The vessel offloaded cargo, enabling the Sea Marshal team to access the previously flooded rudderpost compartment from outside the vessel by climbing onto the exposed rudder. Once inside the compartment the team discovered three duffel bags and a backpack containing narcotics tied to hand rails.

"Perseverance was definitely the key to the bust. Our guys went the extra mile by conducting the second inspection," said Lt. j.g. Stephen West, Sea Marshal supervisor.

The custody of the narcotics was turned over to the DEA for official quantification and processing. The narcotics were determined to be cocaine with an estimated street value of more than \$2 million.

The last drug seizure made by the unit was in October 2003, when 23 kilos of cocaine and two kilos of heroin were discovered on board the *Stena Venture*.

This latest drug seizure is the largest in Marine Safety Office/Group Los Angeles/Long Beach's history. 



LOADED BAGS

Sea Marshals GM3 Timothy Perry and Lt. j.g. Stephen West display two drug-filled duffel bags taken from the tanker *Reymar* Feb. 11. The open bag shown above contains 19 kilos of cocaine.



The key to

Story by Lt. Pete Melnick, Air Station Sitka

Photos by Dug Jensen, Educational Training Company

Thirty-eight lives saved. Thirty-eight people would roughly crew the CGC Tybee and CGC Edisto in San Diego or the deck department aboard the CGC Morgenthau. It is a significant number especially when some Coast Guardsmen may never save a life during the time in their service, let alone 38 lives.

Living in Alaska poses unique opportunities and challenges. It is a land of breath-taking beauty and unlimited possibilities. Weather, always unpredictable and often deadly, can quickly turn a pleasant outdoor activity into a life and death struggle. Doug Jensen, the architect behind the Educational Training Company, wants residents of Alaska to win that life and death struggle.

Jensen teaches an Alaska survival course that is responsible for 38 confirmed lives saved. The course is mandatory training for all newly reported Coast Guard personnel in Alaska. It is a five-day course that begins with classroom instruction and culminates with an overnight survival exercise in the arctic rain forest of Southeast Alaska. Forty-eight students made up the Coast Guard classes for the Alaska Survival Course. The students, newly arrived personnel at Air Station Sitka and the Sitka Aids to Navigation Team, were of varying background. Some had scaled Grand Teton and Mt. Hood; others had limited outdoor

experience. However, they all have one trait in common. They have never lived in Alaska.

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• Stay Found-Not Lost •

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Jensen, easily a cross between actor Jim Carrey and Steve Irwin, the Crocodile Hunter, is the enthusiastic lead instructor of the survival course. Students remarked that attending the class is like watching a "Survival Infomercial." The banter between Jensen and fellow instructor Jim Michener encourages class participation and facilitates instruction. While Jensen teaches the theory, Michener is the "hands on" guy, and takes the class into the outdoors to put the classroom knowledge to work. Shelter building, nutrition and fire are Michener's expertise. Both have lived in Sitka for a combined 41 years and their anecdotes and tales of survival back up much of the instruction.

"The reason I know this? I have been there; I have been the stupid guy! I have sunk three boats already and suffered from being cold and wet," quipped Jensen, "and I don't want you to do the same!"

The week's lessons began with a tale of survival reinforcing the message that a person's rank does not imply the will or knowledge to survive. Only experience and training can help you beat the odds to survive in this environment. The motto of

the class can be summed up in the phrase, "Stay Found – Not Lost." Jensen teaches that seven steps to survival are the key to "staying found."

"Recognizing that you are in trouble will make you a survivor," said Jensen referencing the first of the seven steps to survival.

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Students are taught to recognize the dangers of outdoor exposure and for the signs of hypothermia. Hypothermia is when a body's core temperature decreases. If it drops too low, you will be in danger of dying. Living in a cold and wet environment means that hypothermia, not starvation or bears, is the biggest danger to the outdoor enthusiast. To fight hypothermia, lectures on shelter and clothing dominate the instruction.

"Shelters need to be wind-proof-water-proof and cotton kills," warned Michener. Cotton retains water and drains body heat unlike wool or other synthetic fabrics. Shelters do not need to be fancy or elaborate but must have the ability to block rain and wind.

During the shelter building exercise Michener gives some practical advice, "Building a shelter gives you something to do. It prevents boredom and depression. The physical activity of shelter building generates body heat, warming a survivor. Once completed, a shelter provides protec-

survival

tion from the elements. It is more important than a fire.”

A person might think that fire is the most important aspect of survival, however, it is not even listed on the seven steps to survival.

“Fire is a living, breathing animal, and once it is given life, it must be coddled and nurtured. Fire is wilderness TV, folks just zone out in front of it,” said Jensen.

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Jensen has taught more than 195 classes and has found that students that make fire will do nothing else. Fire building will consume the afternoon with the efforts to get it started and will need constant fuel throughout the evening. Students spend most of the night hours searching for material to burn and will not even receive the benefits that the fire provides. This fact is hammered home during the overnight exercise. Students are not allowed to build a fire until the following morning. The only heat that can be generated is from both you and your teammate’s body.

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To limit your time in this dangerous environment it is important to let others know that you are in trouble, what your location is and that you need help. Prevention is always the best step. Filing a float, flight or hike plan will alert others of your potential distress if you do not arrive back in time. In any case, building signals to alert those that can assist is the next step.

“Signals need to be big and obvious. How many times has the Coast Guard flown over boaters that are waving? Do you stop at each boater and ask if they need help?” asked Jensen.

Radios, EPIRBs and flares are the best ways to indicate distress but hikers and stranded persons may not have that gear. Using beach debris to spell out “SOS” or building three separate fires [the

QUICK STUDY

Jim Michener [kneeling second from left in camouflage] instructs students in land navigation during the one-week Alaskan survival course held in Sitka.



international symbol for SOS] are some suggestions to communicate that you need help. Survivors can use their imagination and available material to signal help, but it must be different and it must stand out from your surroundings.

With all the shelter building and signal making, survivors will need to stay hydrated and drink a minimum

Food, like fire, is a priority that most untrained survivors feel is very important. Since most survivors are rescued in 24-to 48 hours and the body can live for over three weeks without food, eating is very low on the seven steps. Food gathering is taught nonetheless and the marine life that can be harvested at low tide make excellent meals for those need-

exercise,” said Michener.

To prevent a volleyball from becoming your best friend, Jensen recommends constant activity. Play doesn’t necessarily mean games, although they can help. Instead survivors should work to improve their situation. Gathering materials to improve your shelter or to devise additional signals are ways to keep your mind busy and active.

In order to graduate from the Alaska Survival Course, students must spend two days and one night as a survivor. Middle Island, four square miles of dense vegetation and steep hills peaking at 500 feet, is the chosen survival location. Students are allowed warm clothing, a first aid kit, a coffee can, a water bottle and a one-quart Ziploc bag. Only 1/8 of the Ziploc bag may consist of food. The rest is left up to the imagination of the survivor but it must fit in that Ziploc bag.

“We encourage students to bring saws, garbage bags, line and rescue devices,” said Michener, “the student will be surprised at how little they need to survive as long as they have shelter.”

Most students packed their Ziploc bag to the brim with gear, but on reflection, found that they used very little of it. The idea is to survive with what you might have in your pockets since survivors have often found themselves in a desperate situation with nothing but what they have on them.

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The class was broken down into teams of six and are picked at random.

“We found that random teams are the best way to experience a survival situation. You probably do not have a choice as to who you will be stranded with,” said Jensen during the team picking exercise.

Once deposited on the shores of Middle Island, the teams, named after Alaskan wildlife, began a two-mile hike to the summit of Middle Island. The teams were tired, thirsty and sweaty once they reach their destination and had a few hours of daylight to build their shelter. With rain falling and a 15-knot breeze blowing from the south, the chilled



DINNER TIME

AMT2 Christian Salinas prepares to feast on the bounty of low tide sea life during the Alaskan Survival Course in Sitka.

of two to four quarts a day. Water is in abundance in the rain forests of Southeast Alaska but there are some precautions that need to be heeded. Jensen states that water from a stream or lake may be clean and clear, but it could pose some hazards to the thirsty survivor, such as Giardiasis. Giardiasis is a parasite invisible to the naked eye and can be found in untreated water all over the world. Many animals spread the disease through their contaminated feces, and in Alaska, beavers are the primary culprit. Untreated water may cause more harm than good, so it is best to boil the water for a minute before drinking it.

“If all else fails, use the rainwater that you collect. It’s safe and clean,” said Michener, reinforcing the no-fire rule. “And remember — quart low in water equals 1/3 strength lost.”

ing nutrition. Classes gather on the beach to feast on delicacies like Sea Cucumber, Sea Urchin and limpets.

“It was a lot of work for a little amount of food. Everything tasted like sea water, but it wasn’t the most disgusting thing that I have eaten,” said an unsurprised OS2 Shanna Chavez.

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Keeping entertained is one of the hardest mental challenges that the survivor must face. Creeping depression and inactivity can break a survivor’s will. The last step of survival is play and it means activity, both mental and physical.

“Humans crave companionship. We need to have something to do and someone to talk to. Prisoners of war developed communication systems based on knocking on their cell wall. It provided a friend as well as mental

students wasted little time in getting started.

Building a shelter large enough to protect six people with nothing but a folding hacksaw and twine posed quite a challenge to the teams. Everyone cut down small alder trees and beach-combed for additional materials.

AST2 Chris Dominguez recalled, "Everyone found their own groove and stayed out of each other's way. We worked as a team without getting on each other's nerves."

Dominguez, a member of the Bear team, built a simple A-frame shelter using branches and a tarp for rain and wind protection. The flooring, which was wet and damp, needed improvement.

"I have yet to see a team build a shelter with ample flooring. The ground will take away your heat. You need to protect yourself with branches to create a layer of dead air. This will insulate you from the ground," advised Michener.

Most teams, like the Bears, did not insulate properly and spent the evening shivering on wet cold ground but did have success protecting themselves from the wind and rain.

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Drinking water consisted of frequent trips to a creek flowing between the camps or collecting the rainwater that seemed to fall in abundance. Food was not gathered but greatly missed and discussed all evening. Teams brought candy, bulion, power bars and trail mix to fight hunger, but they all talked about steaks and sundaes as if they had

not eaten in a week.

"The hardest part of the trip was the boredom that set in once the shelter was built and night had fallen. Our team went to bed at 7:30 p.m. but did not fall asleep until midnight. We talked and laughed all night," recalled Moose team member Fireman Tara Molle.

Some teams told jokes and stories and some brought playing cards [which got wet in the rain]. For the most part it was a matter of staying up as late as you could to try to lessen the time trying to sleep.

While a few slept as if they were at home, most shivered for hours before giving up and leaving the shelter to wait for daylight.

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"I decided that walking for hours, pacing in front of the shelter, was the only way to keep warm," lamented Lt. Frank Flood, a Wolverine.

Flood was not alone. However, some groups found that heat can be found by being as close to the member next to you or cuddling. With heat came sleep, and even disturbed sleep made the time pass quicker for those that could.

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Morning meant heat as teams were allowed to try and build a small fire to warm themselves. After the fire, teams were free to wander from camp to camp to look at each other's shelters and to swap tales of survival. Most stories were the same — lack of sleep and freezing temperatures. However, the evening's challenges did not chill the teams' spirits as they laughed the misery away.

Yet all thoughts were on rescue as the final exercise began — signal building.

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The goal was simple. Whichever team built the best signal would leave the island first. Hot coffee and a shower awaited the team with the most ingenious signal that could catch the eye of the rescue boat. The Wolves, building a two-story rescue signal made of orange and silver space blankets, were spotted first and whisked away to civilization.

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• The will to survive •

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"Survival is a matter of will. You must believe that you will survive. You must believe that you will live to see another day," said Jensen after showing a video of Shackelton's Antarctic expedition to the tired, but trained survivors.

Later and for a week, Coast Guard Air Station Sitka searched for a single engine plane missing for five days. A pilot and four passengers left Sitka for a short flight to a cabin on the other side of Baranoff Island. The weather during their flight and throughout the week was typical of the season — unpredictable, unforgiving and harsh. Torrents of rain, gusts of wind, and low temperatures complicated search efforts. It was a sobering reminder that things can go wrong in Alaska. The goal for those that find themselves in a survival situation is simple — stay alive and never give up. 📷

HELP

Using seaweed and other beach debris, the Moose team spells out SOS in an effort to draw attention from the rescue unit.



Bicycle riders

Story by YN1 Ron Elliott and Ensigns Josh Harrington and Matt Mangun, Sector Key West

THE PRINCESS

Yaileen, a 6-year-old girl with the Make-A-Wish Foundation, is suffering from muscular dystrophy was given a tour of a 47-foot motor life boat at Station Marathon, Fla.



In the early morning, just before the sun hit the horizon, a group of Coasties were awakened from their sleeping bags by the sound of “Reveille! Reveille! Reveille!” The group departed their camp site on the grounds of Station Islamorada and met up on Card Sound Road in Key Largo, Fla., to make last minutes preparations to their bikes before they headed out on a 120-mile charity ride that began in Key Largo and ended at Sector Key West, Fla.

After adjustments were made and water bottles filled, they began the first leg of the trip at 9 a.m. Riders were instantly pushed to their limits, tackling the Card Sound Road Bridge, which spans over a mile and reaches over 65 feet high, all while heading into 20-mph winds. They rode more than 70 miles the first day, were constantly challenged by wind, rain, and thousands of vehicles that plague the only highway connecting the Florida Keys to the mainland.

Plans for the bike ride, the second of its kind, were first discussed after the successful completion of the first “Ride for the Keys” in January 2004. This event raised \$3,500 for Practical Academics Cultural Education and the Coast Guard Enlisted Association. PACE provides girls and young women a better future through education, counseling and training.

“Last year’s event was such a huge success that we decided to do another one this year,” said CWO Tim Helm, one of the riders.

The Southernmost Coast Guard Enlisted Association sponsored the second Ride for the Keys, which became a two-day event over the weekend of Jan. 13, benefiting the Make A Wish Foundation and Hospice Visiting Nurses Association of Monroe County.

Two months prior to this year’s “Ride for the Keys,” preparations were underway to make the event a success. A committee was formed to raise money, handle logistics, and create t-shirts for the event. The 30 riders and their committee raised more than \$7,000 in cash to split between the two charities. In addition, another \$1,500 in prizes was raised for the riders. Half of the money went to Yaileen, a 6-year-old girl with the Make-A-Wish Foundation, suffering from muscular dystrophy. Make-A-Wish Foundation grants wishes to children with life-threatening illnesses, giving them the opportunity to live out their dreams.

make dream

The night after the first day's ride, the riders had a chance to personally meet Yaillen and her family. They met the riders at their overnight stop, Coast Guard Station Marathon. Yaillen's one wish was to go to Disney World to meet Goofy, Mickey Mouse and "all the princesses." She was shy, but she smiled brightly as everyone gathered around her to talk and get their pictures taken with her.

Once the crowd thinned out, she and her family were taken on a tour of the Coast Guard boats. Yaileen climbed slowly around the 47-foot motor lifeboat and was carried when she was tired or couldn't walk.

Once Yaileen and her family departed Station Marathon, the riders headed to the American Legion where they were provided with a pasta dinner and drinks. While the famished riders ate, prizes were given out consisting of hotel stays, fishing trips, tackle boxes, and a variety of other prizes donated by local businesses in Key West and in Marathon. With a full stomach and exhaustion setting in, the riders headed back to Station Marathon for a well deserved rest.

The second day began much like the first. Riders mounted their bikes and within the first 10 minutes began to attack the famous Seven Mile Bridge. The winds were as persistent as the riders — battling soreness, aching joints and fatigue. A much-needed stop along the way was at Big Pine Bicycle. People had the opportunity to make repairs, fix flat tires and replace worn and uncomfortable seats with new, gel-filled ones. The support team, which consisted of personnel assigned to Coast Guard Sector Key West, assisted in setting up rest stops along the way. The riders stopped every 15 to 20 miles where they had assorted drinks, fruit, and medical support if needed.

Fifteen miles from their final destination, riders made one last stop at Baby's Coffee. Baby's provided the weary riders with food and refreshments to carry them the rest of the way. As the riders mounted their bikes for the final leg, dark clouds rolled in and lightning cracked in the distance.

By mid afternoon, the riders

rolled into Key West where a police escort met them. Within minutes of arriving, the riders were hit with a torrential downpour and gusting winds. "The rain that day was something I've never experienced before. The puddles of water were almost two feet deep on the main street going to Sector Key West, and to top it all off, the rain was a non-stop, in your face," said BM2 Rob Baysden.

As the ride came to an end at Sector Key West, riders were already discussing plans for next year's ride, despite being soaked through to their skin and shivering.

"They came through the gates of Sector and they were smiling and waving! I couldn't believe it." They were drenched, but their spirits were still high," said YN2 Angela Knight, one of the support personnel.

"The two day ride went fairly smooth — a couple flat tires here and there," said OS1 Terri Holster, another Coast Guardsman who participated in the ride. "A few small accidents with no serious injuries ... just a couple scrapes and bruises."

"I liked meeting all of the different people from other 7th District units who were helping out for a great cause," said Baysden. "Meeting people with the same motivation and 'can-do' attitude that are willing to ride a bike for 120 miles is a great feeling."

"We are thrilled to be partnered with the Coast Guard Enlisted Association," said Make-A-Wish Foundation of Southern Florida President/CEO Nancy Strom. "Because of their dedication to our mission, Yaileen's wish to go to Walt Disney World has come true." 📷



THE CREW

Sector West Key personnel ride for charity.

Old 8x10



CGC Ingham

In the above photo, the CGC Ingham sails past a pair of icebergs while on Ocean Station Baker April 10, 1952. As part of ocean station duty, it and other Coast Guard cutters remained at designated coordinates to provide weather and communications support to transatlantic and transpacific flights. Improvements in weather forecasting and aircraft navigation and safety made the service unnecessary by 1977.

The Ingham, built in 1936, was one of the 327-ft. 'Secretary Class' of cutters. Early in its career it operated on the Bering Sea Patrol out of Seattle and Port Angeles, Wash. During World War II it engaged in convoy escort duties in Greenland waters and the North Atlantic, making a number of trips to Casablanca and Bizerte. The Ingham saw combat duty in the Caribbean and Pacific.

In 1968, while assigned to combat duty in the Vietnam War, it also dispensed medical assistance to South Vietnamese villages. Ingham's peace-time duties included search and rescue operations, law enforcement and ocean station patrol.

Photo by Air Force Master Sgt. Willie T. Harrison (ret.), Coast Guard seaman 1950-1953

CGMA Fundraising Campaign Kicks Off in April

Coast Guard Mutual Assistance has announced that this year's annual fundraising campaign will take place during the month of April. The campaign theme this year is "A Tradition of Compassion," reflecting that for more than 80 years, CGMA has been active in responding to the needs of individuals and families throughout the Coast Guard community.

Highlights of activity in 2004 include:

- Financial assistance totaling almost \$6 million provided in nearly 7,400 cases.
- Over \$103,400 in grants and loans provided for hurricane relief.
- Supplemental Education Grants totaling \$393,000.
- Phone cards provided to Coast Guard members deployed in support of Operation Iraqi Freedom.

- A new program established to provide information services to the surviving dependents of Coast Guard members who die on active duty or when drilling under Reserve orders.

Though CGMA works closely with the Coast Guard, it is an independent non-profit corporation and receives no government funds. In order to continue performing its vital role, CGMA must rely on voluntary contributions, thus the purpose for the annual fundraising campaigns.

To contribute or to find out more information about Coast Guard Mutual Assistance, see your Key Worker, contact your local CGMA Representative, or call CGMA Headquarters at 800-881-2462 or 202-493-6621. You may also visit the CGMA web site at www.cgmahq.org.

Story by Ronald Wolf, CGMA

Housing

Government quarters are available for both married and single members. Members may instead live on the economy with the approval of the housing officer.

Education

The ISC has a full-service education center with a full-time civilian education service officer to assist with members' educational needs. Kodiak College, a two-year campus of the University of Alaska, is located about nine miles from the base, and some classes are held on base for the convenience of base personnel.

Facilities

ISC Kodiak has a first-class MWR program that manages a variety of recreational facilities; see below for more details. There is also a commissary, chapel, exchange and child development center.

Weather

Kodiak's climate is surprisingly mild for the area and resembles that of the Pacific Northwest, which is due to the warm Japanese sea current. During summer months, temperatures are usually in the 50's, with winter temperatures between 14 and 46 degrees, and up to 78 inches of snow.



Greetings from *ISC Kodiak*

For those who have never been to Alaska, getting orders to the Kodiak area may be met with apprehension. However, if you have any kind of love for the outdoors and fresh air, Alaska's "Emerald Isle" will win you over.

Situated on the southeast coast of Kodiak Island just seven miles from downtown Kodiak, Integrated Support Command Kodiak proudly supports over 1,000 Coast Guard personnel and civilians stationed on Kodiak, the Aleutian Island Chain and Northwestern Alaska.

The 21,000-acre facility is home to Air Station Kodiak, the North Pacific Fisheries Training Center, Loran Station Kodiak, Electronics Systems Unit Kodiak, a Coast Guard Investigative Services office, Communications Station Kodiak, a 17th District Public Affairs Detachment and a Naval Special Warfare Detachment. The ISC is also homeport to the CGC Spar, CGC Storis, and CGC Alex Haley.

As the largest U.S. Coast Guard base in the world, the ISC is committed to providing rock solid support. With its own utilities, infrastructure, housing, fire protection, police force, retail stores, health care, administrative services, recreational programs, fuel depot, mail, and other logistical support services, ISC

Kodiak operates much like a self-sufficient small town. Its MWR office manages a fully-equipped gym and fitness center, swimming pool, golf course, athletic fields, boathouse, all hands club, bowling alley, theater, pizza parlor, auto hobby shop, community center, teen center, and guest quarters.

What Kodiak lacks in conveniences such as large shopping malls, it makes up in outdoor recreation. The island is home to three state parks, two state recreation areas, the Katmai National Park and Preserve, and the Kodiak Wildlife Refuge. The mild summer climate and long summer days provide for great opportunities to hunt, fish, bike, hike, kayak or just enjoy the outdoors, but watch out for the bears! The island also has several top-notch museums recounting the island's native, Russian, fishing and military history. And since we are only 200 miles from Anchorage by air, an escape to the mainland is only a short plane ride away.

The unique atmosphere of ISC Kodiak lends itself to a warm sense of community among personnel from the command, tenants, and the citizens of Kodiak.

Visit the ISC's Web site at:

<http://www.uscg.mil/d17/TeamKodiakRelo/>
Story by Ensign Andrew Munoz, USCGR

Check out Coast Guard career opportunities! Call 877-NOW USCG

IG VENT



COAST GUARD'S BEST FRIEND

BM1 Frederick Leland and his K-9 counterpart Asia search a tanker vessel for explosives in the Port of Long Beach Feb. 23.

Photo by PA3 Prentice Danner, 11th Dist.